

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: PUBLIC WORKS

DATE: MARCH 2, 2015

COMMITTEE MEMBERS PRESENT:

SUPERVISORS MERLINO
CONOVER
WOOD
TAYLOR
FRASIER
DICKINSON
SIMPSON
SOKOL

OTHERS PRESENT:

JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS
JUSTIN GONYO, GENERAL SUPERINTENDENT, SARATOGA & NORTH CREEK
RAILWAY
PAM MORIN, FIRST WILDERNESS HERITAGE CORRIDOR
KEVIN GERAGHTY, CHAIRMAN OF THE BOARD
PAUL DUSEK, COUNTY ADMINISTRATOR
JOAN SADY, CLERK OF THE BOARD
FRANK THOMAS, BUDGET OFFICER
SUPERVISORS BROCK
SEEGER
STROUGH
DON LEHMAN, *THE POST STAR*
THOM RANDALL, *ADIRONDACK JOURNAL*
CHARLENE DiRESTA, SR. LEGISLATIVE OFFICE SPECIALIST

COMMITTEE MEMBER ABSENT:

SUPERVISOR VANSELOW

Mr. Merlino called the meeting of the Public Works Committee to order at 10:02 a.m.

Motion was made by Ms. Wood, seconded by Mrs. Frasier and carried unanimously to approve the minutes of the prior Committee meeting, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to Jeffery Tennyson, Superintendent of Public Works, who distributed copies of the Parks, Recreation & Railroad and DPW Agendas to the Committee members; *copies of both Agendas are on file with the meeting minutes.*

Commencing the review of the Parks, Recreation & Railroad Agenda with the SNCR (*Saratoga & North Creek Railway*) update, Mr. Tennyson commented the update would be provided by Justin Gonyo, SNCR General Manager.

Mr. Gonyo reported that the recent icy weather had caused some significant issues which prohibited train operations. He noted the additive placed into the toilets which was supposed to keep the water from freezing for temperatures down to -15 degrees had frozen solid and water in the air lines had prevented locomotives from moving. He added a number of trains had been canceled during the month of February; however, he continued, the dinner train had operated on Valentine's Day and had been sold out. On Friday, February 27th, he commented, a private charter train had been run for Bellevue Builders and this was the third year this company had contracted with the SNCR for private charter services. He explained the employees of Bellevue Builders boarded the train, had breakfast in the dining car, skied all day at Gore Mountain and had dinner in the dining car for the return trip to Saratoga.

Mr. Gonyo informed the next operation day for SNCR was March 14th with a dinner train out of Saratoga in celebration of St. Patrick's Day and operations would continue through that weekend until Monday. He advised SNCR's group sales for 2015 were double the amount for 2014 and the marketing push and sales initiatives for 2015 were starting to show some positive results. He reported there were two additional private charters scheduled for the month of June: one on June 4th, the details of which were still being worked out and one on June 16th for the National Rail Historical Society who would run a private charter in Vermont, as well.

Mr. Gonyo said the SCNR Spring Schedule would commence on April 4th and he informed of a collaboration with the Towns of Corinth and Lake Luzerne for a History and Heroes Heritage Day. For this event, he continued, SCNR would provide a \$10 round trip ticket between Corinth and

Hadley/Luzerne. Mr. Gonyo distributed copies of the First Wilderness Heritage Corridor (FWHC) Map, created by Pam Morin, to the Committee members; a copy of the map is on file with the minutes. He noted the map included the updated logo for SNCR and was an important tool for passengers of the train because it showed there were more things to do along the route other than riding the train.

Pertaining to freight operations, Mr. Gonyo advised the SNCR had been working with Warren County on a potential building remediation program which was ongoing in the Town of Niskayuna. He explained the material would be loaded in the Town of Corinth and would never actually be transported in Warren County. He stated it had been necessary to seek approvals from both the Town of Corinth and Warren County because the freight was hazardous material. He advised the freight was low grade radioactive materials the exposure of which was similar to that of taking an airline flight and was less harmful than that of an x-ray. Mr. Tennyson apprised that he had referred Mr. Gonyo's request for approval to Martin Auffredou, County Attorney, who reviewed the contract. He said the contract terms did not require approval from Warren County because the hazardous material hauling contract required approval from the Town of Corinth or Warren County, as applicable. Because the hauling would all take place from the Town of Corinth and south, he continued, no Warren County property would be involved in the transport. He advised if the same material would be hauled north or onto Warren County property, then approval from the County would be required. He noted he believed the Town of Corinth was amenable to the contract although he had not seen a formal approval. The official position of the County, Mr. Tennyson continued, was that they appreciated the information and an update from SNCR but Warren County approval was not required for this contract.

Mr. Merlino recalled a meeting about six weeks prior during which there had been a discussion pertaining to the possibility of selling train tickets at the mall and other local businesses. Mr. Gonyo informed that SNCR's Marketing Manager was working on this concept and they would be placing an employee at a kiosk at the Satellite Tourism Department Office in the Adirondack Outlet Mall. Concerning the radioactive materials, Mr. Dickinson asked where the material would come from and where it was being hauled to and Mr. Gonyo replied the material was coming from a building remediation in the Town of Niskayuna and was being hauled to a remediation field in Texas.

Ms. Morin informed of an effort to coordinate and assist each of the Towns to have an event relative to using the train operations. She pointed out the Town of Lake Luzerne had held a History Day for the last few years and this year it would be held on Saturday, July 25th. She said they wanted to plan a Transportation Day to be held on the same day, July 25th to target Veterans and their families, who could purchase tickets for \$10. She explained the attendees would board the train at 10:00 a.m. in the Town of Saratoga, stop at the Town of Corinth at 10:30 a.m. and arrive in the Town of Lake Luzerne at 10:50 a.m. The Transportation Day participants, she continued, would result in an additional 200 to 300 people attending the History Day event in the Town of Lake Luzerne. She stated this concept was based on the Corinth Christmas Train which had been held for the last three years and included a short ride to the Town of Thurman for a \$10 ticket and had reached approximately 300 people per year. Ms. Morin advised the Towns of Corinth and Hadley were in favor of the Transportation Day and would work with their respective Veterans' Bureaus to ensure the information was disseminated. She mentioned the Transportation Day would include a small dedication ceremony on the narrowest portion of the Hudson River at Rockwell Falls. She said participants were encouraged to bring coolers for a picnic at the beach and participate in the guided walking tours. She commented the highlight of the event would be a hobo café with food, such as hot dogs and corn on the cob.

Continuing the Agenda review, Mr. Tennyson stated the next request was for a resolution supporting a Home Rule Request for the enactment of Senate Bill No. S.3501 and Assembly Bill No. A.5291 entitled "An Act to Amend the Public Authorities Law and the Transportation Law, in Relation to Establishing the Corinth and Warren Railroad Authority and Establishing the Powers and Duties of the Town of Corinth, the County of Warren and Other Municipalities Located Along the Railroad Line". He requested

Paul Dusek, County Administrator, to explain the details of the request to the Committee members. Mr. Dusek commented that each year Warren County requested the State legislature establish a railroad authority. He explained that Warren County and the Town of Corinth each owned a railroad line and worked together with an agreement in place. He stated both municipalities wanted to establish a separate corporate entity to limit liability and contain the program. He added they also saw an advantage to having a governing board which would be provided by the railroad authority as a vehicle for the Town of Corinth and Warren County to coordinate activities. He advised the railroad authority would be an efficient way to manage the railroad and its members would eventually become more knowledgeable in the operations of the railroad. He stated the driving reason behind the establishment of the railroad authority was the limited liability. Mr. Dusek reiterated that the establishment of the railroad authority had been requested each year and had been approved by the Senate but not the Assembly which had a number of issues with the concept. He said the State seemed to be opposed to additional public authorities in recent years; however, he added, this was something that would be in the best interests of the County. He mentioned the Municipal Home Rule request forms had been sent by the State to Warren County in the event they wanted to make an additional request this year and Mr. Dusek recommended that the County do so.

Mr. Merlino asked if this was the right time to request the establishment of a railroad authority since the contract with SNCR for the operation of the railroad expired next year. He opined that if the SNCR decided not to renew the contract it was doubtful that another company would be as successful. Mr. Dusek said he appreciated the concern and he pointed out SNCR had a right to renew the existing contract if they felt their operations were successful. He recommended having Mr. Auffredou review the legislation to determine if the County was obligated to move forward with the railroad authority if it was adopted by the Senate and Assembly. He advised that the Committee should approve the request contingent upon review of the legislation by the County Attorney to determine if approval by the State legislature would bind the County to move forward with the railroad authority. He added he believed that additional steps would be required by the County once the railroad authority was approved by the State legislature.

Motion was made by Mr. Simpson, seconded by Mrs. Frasier and carried unanimously to authorize a resolution in support of a Home Rule Request for the enactment of Senate Bill No. S.3501 and Assembly Bill No. A.5291 entitled "An Act to Amend the Public Authorities Law and the Transportation Law, in Relation to Establishing the Corinth and Warren Railroad Authority and Establishing the Powers and Duties of the Town of Corinth, the County of Warren and Other Municipalities Located Along the Railroad Line" contingent upon further review by the County Attorney to ensure that the Home Rule would not be binding if adopted by the Senate/Assembly. *A copy of the resolution request form is on file with the minutes and the necessary resolution was authorized for the March 2, 2015 Board meeting.*

Mr. Tennyson requested to amend the 2015 County Budget to increase estimated revenues and appropriations in the amount of \$5,935 to reflect the receipt of grant funding from The Glens Fall Foundation to Up Yonda Farm for the creation of a handicapped accessible community sensory garden. He noted the letter of award and a breakdown of the anticipated expenses were included in the agenda packet.

Motion was made by Ms. Wood, seconded by Mr. Conover and carried unanimously to amend the 2015 County budget as outlined above and to forward same to the Finance Committee. *A copy of the resolution request form is on file with the minutes.*

Mr. Tennyson requested authorization for a grant of easement to the Town of Johnsburg for installation and related maintenance of a septic system for new bathroom facilities in the Waddell Building on the County-owned property (Tax Map Parcel No. 66.5-1-10) adjacent to the North Creek Train Station. He noted this site was adjacent to the County-owned parcel formerly known as the Kellogg Property; he

pointed out an aerial photo of the site was included in the agenda packet and he explained the location to the Committee members. Mr. Tennyson stated he had been advised by the engineers that due to the existing terrain it would be necessary to locate the septic system on the County property and there would be no impact to the current use of same. A brief discussion ensued.

Motion was made by Mr. Dickinson, seconded by Ms. Wood and carried unanimously to authorize a grant of easement to the Town of Johnsbury for installation and related maintenance of a septic system for new bathroom facilities in the Waddell Building on the County-owned property (Tax Map Parcel No. 66.5-1-10) adjacent to the North Creek Train Station. *A copy of the resolution request form is on file with the minutes and the necessary resolution was authorized for the March 2, 2015 Board meeting.*

Mr. Tennyson apprised there were no referrals or pending items for the Parks, Recreation & Railroad Department. He informed that the Maple Festival and Pancake Breakfast had been held at Up Yonda Farm on Sunday, March 1st with 128 attendees. He said he would provide a full update and photographs at the next Committee meeting.

This concluded the Parks, Recreation & Railroad portion of the Committee meeting and the DPW portion of the meeting began at 10:22 a.m.

Commencing the DPW agenda review, Mr. Tennyson requested to award the bid to and authorize a contract with Callanan Industries, Inc., as the lowest responsible bidder, for Cold Milling (WC 09-15) for a term commencing upon execution of the contract and terminating December 31, 2015 with the option to renew for two additional one-year terms. He noted this service was used annually on various road projects.

Motion was made by Mr. Simpson, seconded by Ms. Wood and carried unanimously to award the bid to and authorize a contract with Callanan Industries, Inc., as outlined above. *A copy of the resolution request form is on file with the minutes and the necessary resolution was authorized for the March 20, 2015 Board meeting.*

Mr. Tennyson requested to amend the 2015 Salary Schedule to reflect the salary of the new DPW Fiscal Manager salary of \$56,966. He recalled that the request to fill this vacant position had been presented at the previous Committee meeting and had been approved pending a salary review. He added the salary review had been conducted by the County Human Resources Director who determined a salary up to \$61,000 would be appropriate. He said the interview process had been conducted and a candidate had been selected. Mr. Dickinson asked the minimum requirements for this position and Mr. Tennyson replied a 4-year or 2-year degree in accounting with experience; he noted he could provide specific details if requested. Mr. Tennyson apprised there had been an outstanding response to the advertisement for this critical position which had been posted on the County website and in local newspapers. He stated 9 candidates had been interviewed and Betsy Henkel, Comptroller for Westmount Health Facility, had been selected for the position.

Motion was made by Mr. Sokol, seconded by Mr. Dickinson and carried unanimously to approve the request to amend the 2015 Salary Schedule as outlined above and to forward same to the Personnel Committee. *A copy of the resolution request form is on file with the minutes.*

Mr. Tennyson requested a transfer of funds in the amount of \$4,400 from Parks & Recreation Salaries-Regular to DPW Administrative Salaries-Regular to cover the previously approved salary of the DPW Fiscal Manager.

Motion was made by Mr. Dickinson, seconded by Mr. Sokol and carried unanimously to approve the request for a transfer of funds as outlined above and to forward same to the Finance Committee. *A copy*

of the Request for Transfer of Funds form is on file with the minutes.

Mr. Tennyson requested authorization to attend the New York State County Highway Superintendents Association (NYSCHSA) & New York State Association of Town Superintendents of Highways (NYSAOTSOH) 2015 Advocacy Day in Albany, New York on March 3-4, 2015 at a cost of \$139 for overnight lodging. He explained that during this annual event Town and County Officials from across New York State had an opportunity to meet with State Officials to discuss local highway matters. He informed that he would meet personally with Senator Betty Little and Assemblyman Dan Stec. He noted meetings would commence tomorrow night in Albany and updates would be received from the NYSCHSA and NYSAOTSOH. He noted he was a member of the Executive Committee of the NYSCHSA. He pointed out there was no cost to the event; however, he added, he would require overnight lodging in order to attend.

Motion was made by Mr. Dickinson, seconded by Ms. Wood and carried unanimously to authorize attendance at the conference as outlined above. *A copy of the Authorization to Attend Meeting or Convention form is on file with the minutes.*

Mr. Tennyson apprised that pages 12 through 15 of the agenda packet reflected a pamphlet which would be sent to the State legislative offices and provided a summary of NYSCHSA and NYSAOTSOH positions on the road and bridge funding at the local level in recent years.

Lastly, Mr. Tennyson informed the Committee members that DPW staff were developing a tracking sheet for salt usage similar to those developed for overtime and fuel usage. He said the tracking sheet would show how much salt had been used thus far in 2015. Based on historical averages, he continued, if the remainder of 2015 was an average year, the Department would be approximately \$60,000 over budget on salt usage. He said he believed that due to the frigid temperatures this would be a consistent trend among the local highway departments, as well. He stated he would continue to track the salt usage and would update the Committee as information was available.

Mr. Dickinson asked if the County used or had considered any salt alternatives and Mr. Tennyson advised the County had conducted a study in conjunction with Cornell Local Roads in the mid 2000's. Mr. Tennyson said the study had been conducted around the time that the County had ceased using a blend of sand and salt. As far as alternatives, such as Magic Salt, Mr. Tennyson commented the County had not implemented a program to try these alternatives. Mr. Dickinson stated some of the Towns had worked with various organizations pertaining to salt alternatives. He asked if the Town of Bolton was using Clear Lane and Mr. Conover replied they were using Clear Lane and Magic Salt as part of a demonstration project being conducted by the Lake George Watershed Coalition (LGWC). Mr. Conover said the treated salt was supposed to be much more effective at lower temperatures than rock salt. He explained the treated salt worked in temperatures well below zero degrees while the rock salt began to lose effectiveness around negative 17 degrees. He added that 80% of the treated salt stays within a certain range of the spreader while the rock salt had a tendency to bounce. He noted the treated salt was also environmentally friendly, had anti-corrosive properties and was easier on the equipment. He commented there were questions about the treated salt that would need clarification, such as the costs associated with modifying the existing equipment.

Mr. Dickinson advised the Town of Lake George had received a \$6,000 grant from the Lake George Association (LGA) in order to install a road temperature sensor on the salt truck in order to determine which salt or salt alternative should be used. He said it was imperative for the County to look at the possibility of salt alternatives especially for roads around Lake George or other bodies of water. Mr. Tennyson informed of a Snow and Ice Forum held about a year and a half ago with Town Officials which was sponsored by the LGA and included representatives from the Lake George Park Commission (LGPC) and the Fund for Lake George. He added one of the things recommended by the County during

the Forum was the addition of temperature sensors on the trucks and he noted the County had air and ground temperature sensors on all of the salt application trucks, as well as the Foreman vehicles including his vehicle. Mr. Dickinson asked if the County had any other type of salt besides rock salt and Mr. Tennyson replied in the negative noting that one of the biggest obstacles was storage. Mr. Tennyson explained an entire salt storage shed had to be committed to using one product or a pilot study or trial on certain routes could be completed; however, he added, an additional shed would be necessary to house the new material. He commented the last time the County constructed a salt shed several years ago the cost had been approximately \$35,000 and he believed the current cost would be \$35,000 to \$50,000. Mr. Conover pointed out the Buildings & Grounds Department used the treated salt on the Municipal Center Campus. Mr. Tennyson stated he would be willing to entertain the concept of using treated salt next winter if a means of storing the alternative materials was determined. He added it would be useful especially in the Lake George Basin and Mr. Dickinson informed of a program for the Lake George Basin through the LGWC. Mr. Tennyson advised the County was still waiting for grant reimbursements from the LGWC which had not yet been received.

Mr. Taylor entered the meeting at 10:36 a.m.

Mr. Merlino asked if it was too early to use blacktop to fill the pot holes in the roads and Mr. Tennyson replied in the negative noting the DPW had been patching some holes. Mr. Tennyson stated the DPW had been using a different type of cold patch material which seemed to hold up better especially during the freeze/thaw cycles with the melting waters settling into the pot holes. He said the new material seemed to hold up better to the wet conditions. Mr. Merlino reported there had been a couple of complaints pertaining to East River Drive which he said was becoming like an obstacle course. Mr. Tennyson said some recent cold patching had been completed in that area and he recommended any complaints be referred to his office. He noted that from now until the hot mix season, it would be necessary to fill the same pot holes multiple times. He added that any of the deeper pot holes would be taken care of right away. Mr. Merlino commented that all of the County and Town Highway Departments had done a great job during the month of February maintaining the roads. He added the road maintenance had been excessive and all of the municipalities were running low on salt supplies.

Mr. Tennyson informed that at the last NYSAOTSOH meeting they had discussed the NY SOGS (New York State Office of General Services) contract for salt purchases and advice had been given pertaining to keeping up with the billing for salt purchases. He explained the vendor had been delaying delivery if payments were not received. Normally, he explained, the County paid bills every two weeks out of an audit batch; however, he continued, the DPW was paying all bills for salt purchases immediately regardless of the batch dates in order to ensure all salt deliveries were received. Mr. Tennyson recommended that all of the Towns pay the invoices for salt deliveries as soon as they were received in order to avoid possible delays for the next delivery.

Mr. Conover asked if Mr. Tennyson represented the County on the Adirondack - Glens Falls Transportation Council (A-GFTC) and Mr. Tennyson replied he was a member of the Technical Committee of the A-GFTC. Mr. Conover requested a review of Route 9N between the Towns of Lake George and Bolton because the road was bad in certain spots and was important to the economy. He said he and Mr. Dickinson had been hopeful that the State would bring Route 9N into their planning process soon to look at opportunities for development for walkers and bikers. Mr. Dickinson stated a joint grant application had been submitted in 2014 on behalf of the Towns of Bolton and Lake George for the construction of sidewalks in both municipalities. He added he had received communications that the construction of sidewalks in that area would require a lot of land transactions and right-of-ways which would make the process difficult. He said he disagreed that this would be an issue because he felt land owners would gladly grant the right-of-ways for the construction of sidewalks. He added the business owners would also appreciate the sidewalks and they intended to re-submit the grant application. Mr. Tennyson advised the Towns had the support of the A-GFTC Technical Advisory

Committee. He said they had discussed the letter sent to the State by Messrs. Conover and Dickinson and he added another similar letter would be helpful to the process and he recommended narrowing the focus to particular areas of concern. Mr. Tennyson advised part of the problem with the right-of-ways was that this was a long stretch of roadway and the right-of-ways would vary in certain areas. A brief discussion ensued.

There being no further business to come before the Public Works Committee, on motion made by Ms. Wood seconded by Mrs. Frasier, Mr. Merlino adjourned the meeting at 10:47 a.m.

Respectfully submitted,
Charlene DiResta, Sr. Legislative Office Specialist